

IN THE CLAIMS:

Cancel claim 14 without prejudice.

Amend claims 6, 12, 13, 16, 17, 21 and 22 as shown below.

Add claims 23-26.

1. (withdrawn) A tie-down rail for securing cargo in a pick-up truck made by extruding an aluminum billet through a die, said extrusion having a tubular shaped upper portion, a substantially vertical adjoining downward extending planar wall portion, and an adjoining inward extending horizontal flange portion hollow cylindrical upper portion; cutting said extrusion to a specified length; stamping a plurality of openings in said downward extending wall portion for receiving a rope, strap or bungee cord; and providing a plurality of apertures in said inward extending horizontal flange portion for attaching said tie-down rail to said pick-up truck.

2. (withdrawn) The tie-down rail recited in claim 1 wherein said holes in said inward extending flange portion are drilled.

3. (withdrawn) The tie-down rail recited in claim 1 wherein said holes in said inward extending flange portion are stamped.

4. (withdrawn) The tie-down rail recited in claim 1 wherein said cut extrusion has opposite downward inclined end portions.

5. (withdrawn) The tie-down rail recited in claim 1 further comprising anodizing said rail after said holes are provided in said inward extending lower flange portion.

6. (currently amended) A tubular one-piece tie-down rail for securing a cargo in a pick-up truck ~~comprising a one-piece extruded body, said body~~, said tubular rail having a dominant thin wall tubular shaped upper portion for effectively resisting torsional and bending stresses in said tubular rail, a short thin substantially vertical adjoining downward extending wall portion for attaching said dominant upper tubular portion to a top surface of a side panel of a pick-up truck cargo box, said downward extending wall portion having a series of apertures for receiving a rope, strap or bungee cord, and an adjoining inward extending horizontal flange portion, said inward extending flange portion having a series of apertures for attaching said tie-down rail to said pick-up truck cargo box.

7. (withdrawn) A tie-down rail for securing cargo in a pick-up truck made by extruding an aluminum billet through a die, said extrusion having a tubular shaped upper portion, a substantially vertical adjoining downward extending planar wall portion, and an adjoining inward extending horizontal flange portion; cutting said extrusion to form a tie-down rail with downward inclined ends to a specified length; stamping apertures in said downward extending wall portion for receiving a rope, strap or bungee cord; and drilling apertures in said lower inward extending flange portion for attaching said tie-down rail to said pick-up truck.

8. (withdrawn) A tie-down rail for securing cargo in a pick-up truck made by extruding an aluminum billet through a die, said extrusion having a vertical adjoining downward extending planar wall portion; severing said extrusion to a specified length; and stamping apertures in said downward extending wall portion for receiving a rope, strap or bungee cord.

9. (withdrawn) The tie-down rail recited in claim 8 wherein said extrusion is severed to said specified length by sawing.

10. (withdrawn) The tie-down rail recited in claim 8 wherein said extrusion is severed to said specified length by laser cutting.

11. (cancelled)

12. (currently amended) The tie-down rail as recited in claim 44 23 further comprising a series of apertures in said downward extending wall portion for receiving a rope, strap or bungee cord.

13. (currently amended) The tie-down rail as recited in claim 44 23 wherein said tubular shaped upper portion is a cylindrical tubular portion.

14. (cancelled)

15. (original) The tie-down rail as recited in claim 14 wherein said apertures in said downward extending wall portion are rectangular apertures.

16. (currently amended) The tie-down rail as recited in claim 44 23 wherein said ~~long slender one-piece body~~ one-piece tubular tie-down rail is an aluminum extruded ~~body~~ rail.

17. (currently amended) The tie-down rail as recited in claim 44 23 further comprising a series of apertures in said inward extending flange portion for attaching said tie-down rail to said pick-up truck.

18. (original) The tie-down rail as recited in claim 17 wherein said apertures in said inward extending flange portion are for attaching said rail to stake holes in a cargo box side panel.

19. (original) The tie-down rail as recited in claim 18 further comprising a plurality of rubber bushings, flat washers, bolts and nuts for attaching said tie-down rail to said stake holes.

20. (original) The tie-down rail as recited in claim 17 further comprising a plurality of bolts and nuts for attaching said tie-down rail to said pick-up truck.

21. (currently amended) The tie-down rail recited in claim 44 ~~23~~ wherein said ~~long slender one-piece body~~ tie-down rail has opposite facing downward inclined end portions.

22. (currently amended) A pair of identical one-piece tubular tie-down rails for securing a cargo in a pick-up truck, each of said rails comprising a dominant long slender ~~extruded aluminum one-piece body~~ upper tubular portion having a length for extending said rail along a substantial portion ~~of a side of a~~ side panel of a pick-up truck cargo box for effectively resisting torsional and bending stresses in said rail, said body having a tubular shaped upper portion, a short substantially vertical adjoining downward extending wall portion for attaching said tubular portion to a side panel of a pick-up truck cargo box, a means for receiving a rope, strap or bungee cord; and a means for attaching said tie-down rail to said side panel of said pick-up truck cargo box.

23. (new) A one-piece tubular tie-down rail for securing cargo in a side panel of a pick-up truck cargo box, said rail comprising a dominant thin wall tubular shaped upper portion, said tubular upper portion having a diameter which is substantially greater than an adjoining downward extending vertical portion for effectively resisting bending and torsional stresses in said rail; an adjoining relatively short vertical downward extending planar wall portion for attaching said dominant tubular shaped upper portion to an adjoining inward extending lower horizontal flange portion, said downward extending wall portion having a plurality of openings for receiving a rope, strap or bungee cord and an inward extending horizontal flange portion; said inward extending flange portion having a

plurality of apertures for attaching said tie-down rail to said side panel of said pick-up truck cargo box.

24. (new) The tie-down rail recited in claim 23 wherein said dominant upper tubular portion has a lower thicker arcuate wall portion and an outer diameter which is substantially greater than three to four times the thickness of said vertical downward extending planar wall portion.

25. (new) The tie-down rail recited in claim 23 wherein said dominant upper tubular portion has a wall thickness which is about equal to the thickness of said vertical downward extending planar wall portion and a diameter which is substantially more than three to four times the thickness of said downward extending vertical wall portion.

26. (new) The tie-down rail recited in claim 23 wherein said dominant upper tubular portion has a lower thicker arcuate wall portion and an outer diameter which is ten to thirty times the thickness of said vertical downward extending planar wall portion.